

# ATTACHMENT #1



TO: Patricia deLaBruere,  
JNU Airport Manager

DATE: September 6, 2013

FROM: Ken Nichols,  
JNU Airport Engineer

FILE:

RE: Engineer's Report

## General

In the past month, three major capital construction projects and one planning project are on-going. Project specific summaries are presented below for each project. Grant offers are expected in the month of September from the FAA for FFY 2013 funding for the design of the Runway 8/26 Rehabilitation project and the Master Plan Update.

## Master Plan Update

Last month a grant application was submitted for a Master Plan Update. Our application is included in a national program for developing a "Sustainability Master Plan." The last master plan update was completed more than 14 years ago. Much has changed at the airport since then, and an update will give a new perspective on the vision of the airport as well as planning recommendations through a 20-year planning horizon. One area to look at will be the E-1 ramp which fills up with large private aircraft (shown below.)

A draft RFP is under development, which will be advertised to select a master planning consultant as soon as the funding is committed for the project. I anticipate the master plan process to take approximately two years from contract award with a consultant to final acceptance of the plan by the FAA and CBJ.



**E-1 Ramp**

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## RSA Expansion Phase IIA

This project was scheduled to have a major completion milestone coincident with the August 22, 2013, publication date of the FAA Supplement Alaska. Due to delays with the construction of the 8 Medium-intensity Approach Lighting System with Sequenced Flashing lights (MALSF) Threshold Bar, only a portion of the major runway reconfiguration was completed for the publication date. In addition to the delays in the construction of the 8 MALSF Threshold Bar, the contractor has filed a letter preserving their right to file a claim related to that portion of the work. Negotiations are on-going.

Work under contract to CBJ is expected to be complete in September and the runway will be re-opened to its designed length of 8857 feet. However, the approach lighting system being constructed under contract to FAA is significantly behind schedule and will not be completely commissioned for service until near the end of October.

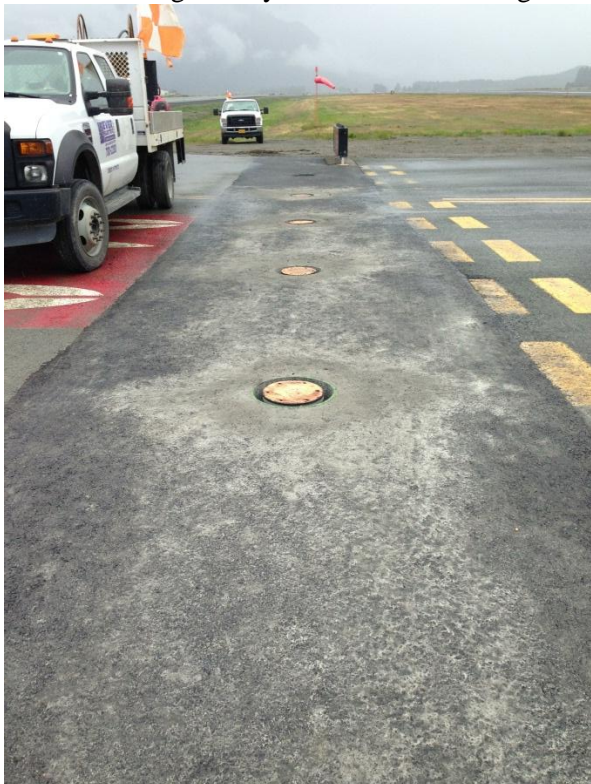
Significant accomplishments in the last month include:

- Opening of the 517 foot shift of the Runway 26 threshold and associated taxiway (TWY) extensions
- Cut-over of the airport lighting control system from the old regulator vault in the airfield maintenance shop to the new regulator vault in a stand-alone building at the site of the new SREF
- Installation of in-pavement runway guard lights at TWY F

Anticipated work in September includes:

- Completion of the re-construction of the 8 MALSF Threshold Bar
- Installation of the runway guard lights circuit across TWY C
- Opening of the 117 foot shift of the Runway 8 threshold and reconstructed TWY B
- Continuing work on the 8 MALSF and LDIN approach lighting systems by FAA and their contractor

We are holding weekly construction meetings at 9:30 Tuesday mornings in the Juneau Room.



**TWY F In-Pavement Runway Guard Light Installation**

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Related to the RSA Phase IIA project, we are pursuing tree removal on the islands east of the runway, which will allow Alaska Airlines to develop a new RNP approach with minimum visibility of ½ mile. The current approaches have visibility minimums of ¾ mile. We have applied for permits from the ADF&G to do the work as soon as permits are issued this fall. I appeared before the CBJ Wetlands Review Board on September 3, 2013, as requested by ADF&G. I will attend another meeting on September 10, 2013, to describe the proposal to an ADF&G review board. We are requesting removal of trees which penetrate the specific Obstacle Clearance Surface for the RNP approach. Under our proposal trees would be cut at the base and laid down flat on the ground where they will remain for a natural degradation process.

### **Runway 8/26 Rehabilitation**

A grant offer for the design of this project is anticipated by the end of September. The original grant application has been reduced because contract negotiations with USKH resulted in a contract that is much less than originally anticipated for this project. Grant funding includes a Reimbursable Agreement to be executed with the FAA and staff time directly attributable to the project.

Preliminary planning and design work has begun on this project, including coordination with the FAA and Alaska Airlines. USKH has prepared drawings showing the location of the temporary runway, layout for temporary tie-downs in the northwest development area, and potential changes to the connector taxiway system as recommended in the latest design advisory circular (150/5300-13A). The advisory circular requires that taxiway geometry be corrected in the next major capital improvement program. Connector taxiways that do not meet the design criteria are TWY C, TWY D, and TWY E. The photo of TWY C below shows some of the issues of concern according to the advisory circular (two way traffic, direct access to the ramp, wide pavement that may cause confusion, etc.).

Potential reconfiguration of the connector taxiway system is shown on the attached figure (Attachment #2) for board review and comment. No action is requested at this time. A tenant informational meeting will be scheduled for the week ending September 20 to gather tenant comments.



**Congestion at Taxiway C**

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## **Yandukin/Shell Simmons Pavement Rehabilitation**

Final punchlist items remain to be completed on this project. Final punchlist work includes:

- Completion of the Pedestrian Ramps at the employee parking lot
- Addition of truncated dome warning device at the ramp at the crosswalk from the north wing of the terminal to the short-term parking lot.
- Removal of a concrete sign base in the right of way north of Yandukin across from the Ward Air hangar.